

2005

**Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates**

where available

**Jurisdiction Report
05**

Amherst County
Town of Amherst

Prepared By
**Virginia Department of Transportation
Traffic Engineering Division**

In Cooperation With
**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is “R”, the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

 US Route

 Virginia State Route

 Frontage Road (F precedes frontage route number)

 Secondary Route

Special Routes

 Bus - Business Route

Bypass - Bypass Route

Truck - Truck Route

 ALT - Alternate Route

Wye - Wye Route connector



P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.



The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Traffic Engineering Division
2005
Annual Average Daily Traffic Volume Estimates By Section of Route
Amherst Operational Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
29	Amherst County	1.09	17000	F	88%	1%	1%	1%	9%	0%	F	NA	NA			
<i>Lynchburg, Madison Heights Bypass completed October 2005</i>																
29	Amherst County	3.77	14000	F	90%	1%	1%	1%	7%	1%	F	NA	NA			
<i>Lynchburg, Madison Heights Bypass completed October 2005</i>																
29	Amherst County	7.15	14000	F	88%	1%	1%	1%	9%	0%	F	NA	NA			
<i>Lynchburg, Madison Heights Bypass completed October 2005</i>																
29	Town of Amherst (Maint: 05)	1.72	19000	G	88%	1%	1%	1%	9%	0%	F	0.075	F	0.522	19000	G
29	Town of Amherst (Maint: 05)	1.45	17000	G	88%	1%	1%	1%	9%	0%	F	0.075	F	0.530	16000	G
29 N Amherst Hwy	Town of Amherst (Maint: 05)	0.64	15000	N	88%	1%	1%	1%	9%	0%	N	0.078	N	0.51	15000	N
29 N Amherst Hwy	Amherst County	1.35	15000	G	88%	1%	1%	1%	9%	0%	F	0.078	F	0.51	15000	G
29 N Amherst Hwy	Amherst County	4.10	11000	G	88%	1%	1%	1%	9%	0%	F	0.078	F	0.536	11000	G
<i>To Nelson County Line</i>																
Bus 29	Amherst County	2.06	34000	G	93%	0%	1%	1%	5%	0%	F	0.085	F	0.549	35000	G
Bus 29 S Amherst Hwy	Amherst County	2.20	36000	G	88%	1%	1%	1%	9%	0%	F	0.078	F	0.529	35000	G
Bus 29 S Amherst Hwy	Amherst County	2.11	26000	G	88%	1%	1%	1%	9%	0%	F	0.082	F	0.511	26000	G
Bus 29 S Amherst Hwy	Amherst County	0.89	24000	G	88%	1%	1%	1%	9%	0%	F	0.077	F	0.535	23000	G
Bus 29 S Amherst Hwy	Amherst County	2.42	21000	G	88%	1%	1%	1%	9%	0%	F	0.078	F	0.503	20000	G
Bus 29 S Amherst Hwy	Amherst County	2.72	22000	G	88%	1%	1%	1%	9%	0%	F	0.076	F	0.506	22000	G
<i>To US 29 South of Amherst</i>																
Bus 29	Amherst County	1.44	4600	G	99%	0%	0%	0%	0%	0%	C	0.101	F	0.519	4700	G
<i>To SCL Amherst</i>																

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							2Axle	3+Axle	1Trail	2Trail						
Bus 29 S Main St	Town of Amherst (Maint: 05)	0.86	4600	N	99%	0%	0%	0%	0%	0%	N	0.101	N	0.519	4700	N
Bus 29 N Main St	Town of Amherst (Maint: 05)	1.07	3500	G	99%	0%	0%	0%	0%	0%	F	0.079	F	0.533	3600	G
Bus 29	Amherst County	0.20	3500	N	99%	0%	0%	0%	0%	0%	N	0.079	N	0.533	3600	N
48 Blue Ridge Parkway	Amherst County (Maint: US)	2.38	1200	O	88%	1%	1%	1%	9%	0%	F	NA			NA	
48 Blue Ridge Parkway	Amherst County (Maint: US)	15.86	1200	O	88%	1%	1%	1%	9%	0%	F	NA			NA	
60 Lexington Tpke	Amherst County	9.42	960	G	78%	1%	2%	1%	17%	0%	C	0.095	F	0.528	990	G
60 Lexington Tpke	Amherst County	6.92	1400	G	78%	1%	2%	1%	17%	0%	F	0.091	F	0.508	1400	G
60 Lexington Tpke	Amherst County	5.30	2700	G	78%	1%	2%	1%	17%	0%	F	0.09	F	0.624	2800	G
60 Lexington Tpke	Town of Amherst (Maint: 05)	0.44	2700	N	78%	1%	2%	1%	17%	0%	N	0.09	N	0.624	2800	N
60	Town of Amherst (Maint: 05)	0.45	7600	G	78%	1%	2%	1%	17%	0%	F	0.081	F	0.517	7900	G
60 Richmond Hwy	Town of Amherst (Maint: 05)	0.18	6600	G	89%	1%	2%	1%	7%	0%	C	0.093	F	0.514	6800	G
60 Richmond Hwy	Amherst County	4.04	6600	N	89%	1%	2%	1%	7%	0%	N	0.093	N	0.514	6800	N
60 Richmond Hwy	Amherst County	4.05	2300	G	89%	1%	2%	1%	7%	0%	F	0.077	F	0.567	2400	G
130 501	Amherst County	3.94	1800	G	84%	1%	2%	1%	12%	0%	C	0.089	F	0.575	1800	G
130 Elon Rd	Amherst County	9.45	1700	G	92%	1%	1%	1%	6%	0%	F	0.082	F	0.538	1700	G
130 Elon Rd	Amherst County	4.08	3600	G	92%	1%	1%	1%	6%	0%	C	0.094	F	0.622	3700	G
130 Elon Rd	Amherst County	3.86	6200	G	92%	1%	1%	1%	6%	0%	F	0.087	F	0.624	6400	G

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							2Axle	3+Axle	1Trail	2Trail								
130	Elon Rd	From: 05-679	2.10	7100	G	92%	1%	1%	1%	6%	0%	F	0.091	F	0.618	7300	G	
130	Elon Rd	Amherst County	To: Bus US 29	2.05	7100	N	92%	1%	1%	1%	6%	0%	N	0.091	N	0.618	7300	N
130	Elon Rd	From: US 29	0.48	NA									NA		NA			
130	Elon Rd	To: 05-669																
151	Patrick Henry Hwy	From: US 29 N Amherst Hwy	6.34	2700	G	93%	1%	1%	4%	1%	0%	C	0.091	F	0.601	2600	G	
163	Amherst Hwy	Amherst County	To: Nelson County Line	1.64	12000	G	98%	0%	1%	0%	1%	0%	C	0.078	F	0.523	13000	G
163	Amherst Hwy	From: NCL Lynchburg																
163	Amherst Hwy	SR 163 formerly Bus US 29																
210	Colony Rd	Amherst County	To: Bus US 29	0.39	4400	G	98%	0%	1%	0%	1%	0%	F	NA			4600	G
210	Colony Rd	From: SR 334 Lynchburg Training School and Hospital Road																
210	Colony Rd	05-622	0.73	3300	G	98%	0%	1%	0%	1%	0%	C	0.11	F	0.738	3600	G	
501		From: SR 163 Amherst Hwy																
501		Bedford County Line																
501	130	Amherst County	0.14	1300	G	82%	1%	1%	1%	14%	0%	F	0.085	F	0.611	1400	G	
501	130	From: SR 130 Elon Rd																
501	130	Amherst County	To: Rockbridge County Line	3.94	1800	G	84%	1%	2%	1%	12%	0%	C	0.089	F	0.575	1800	G

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Amherst County																
(605)	3.50	90	R			From:	05-633							NA	06/22/2004	
						To:	Rockbridge County Line									
(606)	0.40	580	R			From:	05-659							NA	1998	
						To:	US 60 WEST									
(606)	1.40	60	R			From:	US 60 EAST							NA	06/15/2004	
						To:	Dead End									
(607)	1.60	20	R			From:	05-610							NA	04/06/2004	
						To:	05-640									
(607)	7.90	40	R			From:	Rockbridge County Line							NA	04/06/2004	
						To:	05-736									
(608)	0.60	150	R			From:	05-736							NA	04/20/2004	
						To:	0.60 MS 05-736									
(608)	1.75	60	R			From:	2.35 MS 05-736							NA	04/20/2004	
						To:	US 29 SOUTH									
(608)	0.13	90	R			From:	US 29 NORTH							NA	04/20/2004	
						To:	05-739									
(609)	0.90	210	R			From:	05-610							NA	04/20/2004	
						To:	Dead End									
(610)	1.66	100	R			From:	05-727							NA	04/06/2004	
						To:	05-643									
(610)	3.24	60	R			From:	05-607							NA	04/06/2004	
						To:	GW Natl For Bndy									
(610)	1.29	48	R			From:	0.60 R							NA	04/06/2004	
						To:	0.60 MS of For Bndy									
(610)	0.60	80	R			From:	05-641							NA	04/06/2004	
						To:	05-641									
(610)	2.40	440	R			From:	05-635 SOUTH							NA	04/06/2004	
						To:	05-635 NORTH									
(610)	3.40	210	G	93%	3%	4%	0%	1%	0%	F	0.108	F	0.571	220	G	2005
						To:	05-636 NORTH									
(610)	1.77	220	G	93%	3%	4%	0%	1%	0%	F	0.121	F	0.542	220	G	2005
						To:	05-717									
(610)	2.23	290	G	93%	3%	4%	0%	1%	0%	C	0.116	F	0.563	300	G	2005
						To:	US 60									
(610)	1.50	250	G	93%	3%	4%	0%	1%	0%	F	0.116	F	0.704	260	G	2005
						To:	05-617 WEST									
(610)	1.10	220	G	93%	3%	4%	0%	1%	0%	F	0.14	F	0.607	230	G	2005
						To:	05-625									
(610)	0.30	360	G	93%	3%	4%	0%	1%	0%	F	0.115	F	0.507	370	G	2005
						To:	05-778 NORTH									
(610)	1.00	210	R			From:	05-778 SOUTH							NA	05/04/2004	
						To:	05-645									

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						2Axle	3+Axle	1Trail	2Trail							
Amherst County																
(622)	0.29	7000	G	97%	0%	1%	1%	0%	0%	F	0.110	F	0.705	7700	G	2005
(622)	2.04	1400	G	97%	0%	1%	1%	0%	0%	F	0.100	F	0.651	1600	G	2005
(622)	3.04	310	G	97%	0%	1%	1%	0%	0%	F	0.100	F	0.519	320	G	2005
(622)	2.38	310	G	97%	0%	1%	1%	0%	0%	F	0.107	F	0.633	320	G	2005
(622)	6.40	100	G	97%	0%	1%	1%	0%	0%	F	0.165	F	0.5	110	G	2005
(622)	1.17	890	G	41%	1%	1%	1%	56%	0%	C	0.09	F	0.667	920	G	2005
(622)	2.55	220	R							NA			NA		06/15/2004	
(624)	0.40	620	G							NA			620	G	2005	
(624)	1.70	210	G							NA			210	G	2005	
(624)	2.79	450	R							NA			NA		03/02/2004	
(624)	5.17	70	R							NA			NA		04/23/2001	
(624)	0.10	70	R							NA			NA		03/02/2004	
(624)	0.45	40	R							NA			NA		03/02/2004	
(625)	0.27	220	G	99%	0%	0%	1%	1%	0%	F	0.117	F	0.604	230	G	2005
(625)	1.63	170	G	99%	0%	0%	1%	1%	0%	C	0.113	F	0.75	180	G	2005
(625)	0.30	220	R							NA			NA		03/13/2001	
(625)	2.10	150	R							NA			NA		05/04/2004	
(626)	0.60	10	R							NA			NA		04/10/2001	
(627)	2.40	70	R							NA			NA		05/04/2004	
(627)	1.80	150	G	96%	0%	1%	2%	1%	0%	C	0.126	F	0.5	160	G	2005
(628)	0.95	70	R							NA			NA		05/04/2004	
(629)	0.90	20	R							NA			NA		05/25/2004	

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						2Axle	3+Axle	1Trail	2Trail							
Amherst County																
(629)	1.00	20	R			From:	05-698						NA	NA	05/25/2004	
(629)	1.65	50	R			From:	1.00 ME 05-698						NA	NA	05/25/2004	
(629)	0.65	90	R			From:	GW Natl For Bndy						NA	NA	05/25/2004	
(629)	0.30	130	R			From:	05-781						NA	NA	05/25/2004	
(629)	1.50	290	R			From:	05-723						NA	NA	05/25/2004	
(629)						To:	05-666									
(630)	0.54	10	R			From:	Dead End						NA	NA	05/25/2004	
(630)	0.56	30	R			From:	GW Natl For Bndy						NA	NA	05/25/2004	
(630)	0.96	220	R			From:	05-723						NA	NA	05/25/2004	
(630)						To:	06-666									
(631)	1.98	260	G	96%	2%	2%	0%	0%	0%	C	0.126	F	0.515	270	G	2005
(631)						From:	US 60									
(631)						To:	05-617 WEST									
(631)	1.88	70	R			From:	05-617 EAST						NA	NA	05/04/2004	
(631)						To:	05-625									
(632)	0.55	20	R			From:	05-610						NA	NA	05/04/2004	
(632)						To:	0.55 MW 05-610									
(632)	0.65	20	R			From:	05-631 NORTH						NA	NA	05/04/2004	
(632)						To:	05-631 SOUTH									
(632)	0.20	100	R			From:	05-722						NA	NA	05/04/2004	
(632)	1.64	60	R			From:	05-722						NA	NA	05/04/2004	
(632)	1.16	30	R			From:	1.64 MN 05-722						NA	NA	05/04/2004	
(632)						To:	Dead End									
(633)	1.20	50	R			From:	05-605						NA	NA	06/22/2004	
(633)						To:	05-634									
(634)	1.70	170	R			From:	US 60						NA	NA	06/22/2004	
(634)						To:	05-755									
(634)	1.50	70	R			From:	05-633						NA	NA	06/22/2004	
(634)	1.70	60	R			From:	05-633						NA	NA	06/22/2004	
(634)						To:	Dead End									
(635)	1.11	1100	G	97%	0%	1%	1%	1%	0%	C	0.097	F	0.617	1200	G	2005
(635)						From:	SR 130									
(635)	0.49	1200	G	97%	0%	1%	1%	1%	0%	F	0.091	F	0.632	1200	G	2005
(635)						To:	05-647									
(635)	0.01	1200	G	97%	0%	1%	1%	1%	0%	F	0.099	F	0.721	1200	G	2005
(635)	3.85	910	G	97%	0%	1%	1%	1%	0%	F	0.109	F	0.609	950	G	2005
(635)						From:	05-643 EAST									
(635)						To:	05-610 NORTH									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Amherst County																
(635)	3.26	460	G	93%	0%	4%	2%	1%	0%	C	0.095	F	0.537	480	G	2005
(635)	1.99	430	G	97%	0%	1%	1%	1%	0%	F	0.103	F	0.506	440	G	2005
(635)	1.17	180	R											NA		05/25/2004
(635)	0.83	60	R											NA		05/25/2004
(635)	0.64	60	R											NA		05/25/2004
(635)	0.17	60	R											NA		05/25/2004
(635)	1.29	20	R											NA		05/25/2004
(636)	1.67	1400	G	99%	1%	0%	0%	1%	0%	C	0.104	F	0.747	1500	G	2005
(636)	1.80	480	G	99%	1%	0%	0%	1%	0%	F	0.094	F	0.651	500	G	2005
(636)	2.80	80	R											NA		03/27/2001
(636)	1.79	30	R											NA		04/27/2004
(636)	1.80	30	R											NA		04/27/2004
(636)	1.01	70	R											NA		04/27/2004
(636)	2.00	30	R											NA		04/27/2004
(636)	0.60	290	R											NA		04/27/2004
(636)	0.20	100	R											NA		04/27/2004
(636)	0.69	40	R											NA		04/27/2004
(636)	0.31	30	R											NA		04/27/2004
(636)	2.20	20	R											NA		04/27/2004
(637)	0.05	10	R											NA		04/27/2004
(637)	1.55	30	R											NA		04/27/2004
(637)	2.50	60	R											NA		04/27/2004
(638)	0.32	170	R											NA		04/27/2004

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Amherst County																
(639)	0.20	30	R			From:	05-761							NA	06/15/2004	
						To:	Dead End									
(640)	0.40	150	R			From:	05-607							NA	04/06/2004	
						To:	GW Natl For Bndy							NA	04/06/2004	
(640)	1.85	210	R			From:								NA	04/06/2004	
						To:	1.85 ME For Bndy							NA	04/06/2004	
(640)	0.47	260	R			From:								NA	04/06/2004	
						To:	05-635									
(641)	1.10	30	R			From:	05-643							NA	04/06/2004	
						To:	05-610									
(642)	0.15	230	R			From:	05-635							NA	03/30/2004	
						To:	05-799							NA	03/30/2004	
(642)	1.04	40	R			From:								NA	03/30/2004	
						To:	1.04 ME 05-799									
(642)	0.76	30	R			From:								NA	03/30/2004	
						To:	Dead End									
(643)	2.10	10	R			From:	05-610							NA	04/06/2004	
						To:	05-641							NA	04/06/2004	
(643)	1.60	10	R			From:								NA	04/06/2004	
						To:	Dead End; Gap Terminus									
(643)	0.35	20	R			From:								NA	03/30/2004	
						To:	05-644							NA	03/30/2004	
(643)	1.00	47	R			From:	05-635 WEST							NA	03/30/2004	
						To:	05-635 EAST									
(643)	0.20	250	R			From:								NA	03/27/2001	
						To:	05-651									
(643)	3.70	250	R			From:								NA	03/27/2001	
						To:	3.70 ME 05-635									
(643)	1.89	50	R			From:								NA	04/27/2004	
						To:	5.59 ME 05-635									
(643)	1.01	130	R			From:								NA	04/27/2004	
						To:	05-636 NORTH									
(643)	3.20	350	G	98%	2%	0%	0%	0%	0%	F	0.105	F	0.914	370	G	2005
						From:	05-655									
(643)	5.30	260	G	98%	2%	0%	0%	0%	0%	C	0.108	F	0.778	270	G	2005
						To:	Bus US 29									
(644)	2.50	180	R			From:	05-647							NA	03/30/2004	
						To:	GW Natl For Bndy									
(644)	1.20	45	R			From:	05-643							NA	03/30/2004	
						To:	05-610									
(645)	0.30	45	R			From:								NA	03/27/2001	
						To:	Dead End									
(646)	0.49	130	R			From:								NA	06/05/2001	
						To:	Dead End									
							05-1217									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Amherst County															
(646)	0.21	260	R			From:	05-1217				NA		NA		06/05/2001
						To:	US 29								
(647)	3.07	30	R			From:	Dead End				NA		NA		03/30/2004
						To:	GW Natl For Bndy								
(647)	0.93	180	R			From:					NA		NA		03/30/2004
						To:	SR 130								
(647)	0.83	110	R			From:					NA		NA		04/24/2001
						To:	05-644								
(647)	0.70	80	R			From:					NA		NA		04/24/2001
						To:	05-649								
(647)	1.69	70	R			From:					NA		NA		04/24/2001
						To:	05-635								
(648)	0.05	9	R			From:	Dead End				NA		NA		03/02/2004
						To:									
(648)	1.66	50	R			From:	05-622				NA		NA		03/02/2004
						To:									
(648)	1.20	80	R			From:	05-613				NA		NA		03/02/2004
						To:									
(649)	0.15	40	R			From:	Dead End				NA		NA		04/06/2004
						To:									
(649)	1.20	130	R			From:	0.15 MN Dead End				NA		NA		04/06/2004
						To:									
(649)	0.10	110	R			From:	1.35 MN Dead End				NA		NA		04/17/2001
						To:	SR 130 WEST								
(649)	0.07	110	R			From:	SR 130 EAST				NA		NA		04/17/2001
						To:									
(649)	0.43	110	R			From:	0.07 MN SR 130				NA		NA		04/17/2001
						To:	05-647								
(650)	0.04	30	R			From:	Dead End				NA		NA		03/30/2004
						To:									
(650)	1.06	350	R			From:	SR 130				NA		NA		04/10/2001
						To:									
(650)	0.10	140	R			From:	05-695				NA		NA		04/10/2001
						To:									
(650)	3.84	30	R			From:	0.10 ME 05-695				NA		NA		03/30/2004
						To:									
(650)	0.17	40	R			From:	3.94 ME 05-695				NA		NA		03/30/2004
						To:									
(650)	0.91	60	R			From:	4.11 ME 05-695				NA		NA		03/30/2004
						To:									
(650)	1.39	160	R			From:	05-691				NA		NA		04/10/2001
						To:									
(650)	0.06	170	R			From:	1.39 ME 05-691				NA		NA		04/10/2001
						To:									
(650)	0.95	480	R			From:	05-762				NA		NA		04/10/2001
						To:	SR 130								

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Town of Amherst																
(659)	0.36	260	G	99%	0%	0%	0%	0%	0%	C	0.101	F	0.6	270	G	2005
(659)	0.21	660	G	99%	0%	0%	0%	0%	0%	F	0.108	F	0.583	690	G	2005
Amherst County																
(659)	2.00	500	G	99%	0%	0%	0%	0%	0%	F	0.113	F	0.578	510	G	2005
(659)	1.20	170	R										NA		03/30/2004	
(659)	2.80	60	R										NA		03/30/2004	
(660)	0.62	50	R										NA		04/23/2001	
(661)	2.27	180	R										NA		05/02/2001	
(661)	0.17	440	G										430	G	2005	
(661)	1.25	250	R										NA		05/02/2001	
(661)	0.34	10	R										NA		06/15/2004	
(662)	0.20	110	R										NA		03/27/2001	
(662)	1.20	80	R										NA		03/27/2001	
(662)	1.67	30	R										NA		03/02/2004	
(662)	0.13	30	R										NA		03/02/2004	
(663)	1.14	520	R										NA		05/04/2004	
(663)	1.43	220	R										NA		05/04/2004	
(663)	1.63	180	R										NA		05/04/2004	
(663)	1.00	230	R										NA		1998	
(663)	0.03	1400	R										NA		05/04/2004	
(663)	0.56	1900	G	96%	0%	2%	1%	1%	0%	F	0.096	F	0.515	1900	G	2005
(663)	0.73	2000	G	96%	0%	2%	1%	1%	0%	C	0.097	F	0.513	2100	G	2005
(663)	2.22	920	G	96%	0%	2%	1%	1%	0%	F	0.083	F	0.57	960	G	2005
(663)	0.78	2100	G	96%	0%	2%	1%	1%	0%	F	0.092	F	0.651	2200	G	2005

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Amherst County															
(663)	1.50	720	R								NA		NA		05/08/2001
(663)	0.80	80	R								NA		NA		05/04/2004
(663)	1.20	160	R								NA		NA		05/08/2001
(664)	1.50	40	R								NA		NA		03/02/2004
(665)	2.00	230	R								NA		NA		06/22/2004
(665)	1.69	890	G	78%	1%	1%	18%	3%	0%	C	0.082	F	0.542	920	G 2005
(666)	2.65	420	G	96%	2%	1%	1%	0%	0%	C	0.108	F	0.563	430	G 2005
(666)	0.01	310	R								NA		NA		06/22/2004
(667)	0.17	130	R								NA		NA		04/06/2004
(668)	0.26	20	R								NA		NA		04/27/2004
(669)	0.17	4100	G	97%	0%	1%	1%	1%	0%	C	0.091	F	0.567	4500	G 2005
(669)	0.41	2600	G	97%	0%	1%	1%	1%	0%	F	0.104	F	0.611	2800	G 2005
(669)	0.13	3300	G	97%	0%	1%	1%	1%	0%	F	0.105	F	0.629	3600	G 2005
(669)	0.11	2900	G	97%	0%	1%	1%	1%	0%	F	0.104	F	0.614	3100	G 2005
(669)	0.11	2100	G	97%	0%	1%	1%	1%	0%	F	0.111	F	0.524	2200	G 2005
(669)	0.07	1600	G	97%	0%	1%	1%	1%	0%	F	0.123	F	0.546	1700	G 2005
(669)	0.79	1300	G	97%	0%	1%	1%	1%	0%	F	0.140	F	0.563	1400	G 2005
(669)	0.64	3500	G	97%	0%	1%	1%	1%	0%	F	0.099	F	0.615	3800	G 2005
(669)	0.43	240	R								NA		NA		05/08/2001
(669)	0.19	100	R								NA		NA		03/02/2004
(669)	1.08	70	R								NA		NA		03/02/2004
(670)	0.65	3000	G	97%	0%	1%	1%	0%	0%	C	0.101	F	0.655	3300	G 2005
			To:												

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Amherst County																
(675)	0.10	500	R											NA	04/27/2004	
(675)	0.05	160	R											NA	04/27/2004	
(675)	0.02	2	R											NA	04/27/2004	
(676)	0.55	80	R											NA	03/02/2004	
(676)	0.22	150	R											NA	03/02/2004	
(676)	0.07	220	R											NA	03/02/2004	
(676)	0.31	260	R											NA	03/02/2004	
(676)	0.55	840	R											NA	03/02/2004	
(676)	0.59	110	R											NA	03/02/2004	
(677)	0.55	5500	G	99%	0%	0%	0%	0%	0%	F	0.112	F	0.683	6100	G	2005
(677)	0.20	5400	G	99%	0%	0%	0%	0%	0%	F	0.108	F	0.662	5900	G	2005
(677)	0.10	5300	G	99%	0%	0%	0%	0%	0%	F	0.108	F	0.664	5800	G	2005
(677)	0.04	4900	G	99%	0%	0%	0%	0%	0%	F	0.116	F	0.691	5400	G	2005
(677)	0.06	4900	G	99%	0%	0%	0%	0%	0%	F	0.119	F	0.675	5300	G	2005
(677)	0.35	4800	G	99%	0%	0%	0%	0%	0%	F	0.117	F	0.691	5300	G	2005
(677)	2.60	1500	G	99%	0%	0%	0%	0%	0%	C	0.104	F	0.575	1600	G	2005
(678)	0.20	190	R											NA	04/06/2004	
(678)																
(679)	0.10	70	R											NA	03/02/2004	
(680)	0.05	30	R											NA	04/06/2004	
(680)	0.14	40	R											NA	04/06/2004	
(681)	0.07	40	R											NA	1998	
(681)	0.37	420	R											NA	1998	
(681)	1.31	4500	G	99%	1%	1%	0%	0%	0%	C	0.09	F	0.531	4900	G	2005
(681)																

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Amherst County																
(682)	0.40	3300	R											NA	04/06/2004	
(682)	0.39	3000	R											NA	04/06/2004	
(682)	0.11	100	R											NA	04/06/2004	
(683)	2.15	960	R											NA	05/03/2001	
(684)	2.09	940	R											NA	05/03/2001	
(685)	4.18	500	G	99%	0%	1%	0%	0%	0%	F	0.14	F	0.823	510	G	2005
(685)	0.87	620	G	99%	0%	1%	0%	0%	0%	F	0.134	F	0.828	680	G	2005
(685)	0.10	1200	G	99%	0%	1%	0%	0%	0%	F	0.171	F	0.878	1400	G	2005
(685)	0.37	1200	G	99%	0%	1%	0%	0%	0%	F	0.179	F	0.811	1300	G	2005
(685)	0.83	1600	G	99%	0%	1%	0%	0%	0%	C	0.176	F	0.849	1800	G	2005
(686)	0.70	220	R											NA	05/25/2004	
(686)	0.31	170	R											NA	05/25/2004	
(686)	0.20	90	R											NA	05/25/2004	
(686)	2.50	30	R											NA	05/25/2004	
(687)	0.80	40	R											NA	04/27/2004	
(688)	0.90	40	R											NA	04/27/2004	
(689)	0.60	690	G	96%	1%	1%	1%	1%	0%	C	0.108	F	0.6	710	G	2005
(689)	0.50	100	R											NA	04/20/2004	
(689)	1.20	30	R											NA	04/20/2004	
(689)	0.10	60	R											NA	04/20/2004	
(690)	1.09	320	R											NA	05/02/2001	
(691)	1.10	90	R											NA	03/30/2004	

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Amherst County															
(709)	0.20	80	R			From:	05-710							NA	05/04/2004
						To:	05-739								
(710)	0.20	150	R			From:	05-739							NA	03/30/2004
						To:	05-709								
(710)	0.10	90	R			From:	05-709							NA	03/30/2004
						To:	0.10 ME 05-709								
(710)	0.30	50	R			From:	05-658							NA	03/30/2004
						To:	Dead End								
(711)	0.60	130	R			From:	05-658							NA	03/30/2004
						To:	US 60								
(712)	0.33	370	R			From:	05-734							NA	03/30/2004
						To:	05-759								
(712)	0.96	150	R			From:	05-759							NA	03/30/2004
						To:	Dead End								
(712)	0.72	50	R			From:	05-627							NA	03/30/2004
						To:	05-741								
(713)	0.35	100	R			From:	05-621							NA	06/22/2004
						To:	US 60								
(714)	0.60	20	R			From:	05-615							NA	04/20/2004
						To:	US 60								
(715)	1.60	90	R			From:	Dead End							NA	04/20/2004
						To:	05-696								
(715)	0.47	120	R			From:	US 60							NA	04/20/2004
						To:	US 60								
(716)	0.20	60	R			From:	US 60							NA	05/25/2004
						To:	Dead End								
(717)	0.28	70	R			From:	Dead End							NA	04/27/2004
						To:	05-801								
(717)	0.80	90	R			From:	05-610							NA	04/27/2004
						To:	05-689								
(718)	0.40	160	R			From:	0.40 ME 05-689							NA	04/30/2001
						To:	Dead End								
(718)	0.50	100	R			From:	Dead End							NA	04/30/2001
						To:	US 29								
(719)	0.25	210	R			From:	Dead End							NA	05/30/2001
						To:	US 29								
(720)	0.50	130	R			From:	05-636							NA	04/24/2001
						To:	Dead End								
(721)	0.35	160	R			From:	Dead End							NA	06/12/2001
						To:	US 29								

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						2Axle	3+Axle	1Trail	2Trail						
Amherst County															
(722)	0.70	30	R			From:	05-632							NA	05/04/2004
						To:	Dead End								
(723)	0.23	140	R			From:	05-629							NA	03/14/2001
						To:	0.23 MN 05-629								
(723)	0.81	150	R			From:	0.23 MN 05-629							NA	03/14/2001
						To:	1.04 MN 05-629								
(723)	1.16	160	R			From:	05-630							NA	03/14/2001
						To:	SR 130								
(724)	0.18	48	R			From:	SR 130							NA	04/24/2001
						To:	05-647								
(725)	0.25	20	R			From:	US 29							NA	03/02/2004
						To:	Dead End								
(726)	0.35	130	R			From:	Dead End							NA	05/08/2001
						To:	05-1139								
(726)	0.75	430	R			From:	Bus US 29							NA	05/08/2001
						To:	SR 130 EAST								
(727)	1.26	150	R			From:	SR 130 EAST							NA	04/06/2004
						To:	05-610								
(727)	0.89	150	R			From:	SR 130 WEST							NA	04/06/2004
						To:	05-604								
(728)	0.10	600	R			From:	05-788							NA	06/19/2001
						To:	SR 130 EAST								
(728)	0.10	570	R			From:	05-1315							NA	06/19/2001
						To:	Cul-de-Sac								
(729)	0.10	30	R			From:	Dead End							NA	04/20/2004
						To:	0.10 ME Dead End								
(729)	0.50	100	R			From:	0.10 ME Dead End							NA	04/20/2004
						To:	05-742								
(729)	0.15	180	R			From:	05-742							NA	04/20/2004
						To:	05-610								
(730)	1.03	230	R			From:	05-705							NA	05/25/2004
						To:	SR 130 EAST								
(730)	0.52	560	R			From:	05-1309							NA	05/25/2004
						To:	US 29; 05-678								
(731)	0.39	1800	R			From:	05-739							NA	04/17/2001
						To:	SR 130 EAST								
(731)	0.62	1500	R			From:	05-825							NA	04/17/2001
						To:	Dead End								
(732)	0.05	6	R			From:	Dead End							NA	03/30/2004
						To:	US 60								

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Amherst County																
(733)	1.30	50	R			From: Dead End					NA		NA		03/30/2004	
						To: 05-658										
(734)	0.68	130	R			From: 05-712					NA		NA		03/30/2004	
						To: Dead End										
(735)	0.80	260	R			From: 05-665					NA		NA		04/25/2001	
						To: 05-619										
(735)	0.70	70	R			From: Dead End					NA		NA		03/02/2004	
						To: Dead End										
(736)	0.80	60	R			From: Dead End					NA		NA		04/20/2004	
						To: 0.80 ME Dead End										
(736)	1.00	250	R			From: 05-608					NA		NA		04/20/2004	
						To: SR 151										
(736)	0.60	420	R			From: Dead End					NA		NA		04/20/2004	
						To: Nelson County Line										
(737)	0.40	50	R			From: 05-610					NA		NA		06/15/2004	
						To: Dead End										
(738)	0.50	50	R			From: US 29					NA		NA		03/30/2004	
						To: 05-822										
(739)	1.22	1200	G	96%	0%	3%	0%	0%	0%	C	0.105	F	0.637	1300	G	2005
						To: 05-822										
(739)	2.05	910	G	96%	0%	3%	0%	0%	0%	F	0.099	F	0.672	950	G	2005
						To: 05-608										
(739)	1.55	280	G	96%	0%	3%	0%	0%	0%	F	0.103	F	0.593	290	G	2005
						To: 05-708										
(739)	0.70	100	R			From: Dead End					NA		NA		04/20/2004	
						To: 05-610										
(739)	1.60	440	R			From: Nelson County Line					NA		NA		04/20/2004	
						To: Dead End										
(740)	0.30	560	R			From: Dead End					NA		NA		06/19/2001	
						To: 05-833										
(741)	0.60	70	R			From: 05-713					NA		NA		05/25/2004	
						To: Dead End										
(742)	0.30	70	R			From: Dead End					NA		NA		05/25/2004	
						To: 05-729										
(743)	0.50	40	R			From: Dead End					NA		NA		05/25/2004	
						To: 05-615										
(744)	0.30	200	R			From: 05-604					NA		NA		06/05/2001	
						To: Dead End										
(745)	1.00	30	R			From: Forest Service Road					NA		NA		05/25/2004	
						To: 05-827										

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						2Axle	3+Axle	1Trail	2Trail						
Amherst County															
(746)	0.25	10	R			From:	05-621				NA		NA		05/25/2004
(746)	0.30	6	R			From:	0.25 MN 05-621				NA		NA		05/25/2004
(747)	0.20	100	R			To:	Dead End				NA		NA		05/04/2004
(747)	0.10	160	R			From:	Dead End				NA		NA		05/04/2004
(748)	0.20	230	R			To:	05-775				NA		NA		07/02/2001
(748)	0.15	140	R			From:	05-657				NA		NA		07/02/2001
(748)	0.20	230	R			To:	05-677				NA		NA		07/02/2001
(749)	0.60	120	R			From:	05-667				NA		NA		07/02/2001
(749)	0.60	120	R			To:	Dead End				NA		NA		05/25/2004
(750)	0.82	260	R			From:	05-686				NA		NA		06/05/2001
(750)	0.82	260	R			To:	Dead End				NA		NA		06/05/2001
(751)	1.15	80	R			From:	05-604				NA		NA		03/02/2004
(751)	1.15	80	R			To:	Dead End				NA		NA		03/02/2004
(752)	0.70	20	R			From:	SR 151				NA		NA		04/20/2004
(752)	0.70	20	R			To:	Dead End				NA		NA		04/20/2004
(753)	0.80	140	R			From:	05-692				NA		NA		06/22/2004
(753)	0.80	140	R			To:	Dead End				NA		NA		06/22/2004
(754)	0.80	40	R			From:	05-665				NA		NA		04/27/2004
(754)	0.80	40	R			To:	Dead End				NA		NA		04/27/2004
(755)	1.40	50	R			From:	05-610				NA		NA		08/24/2005
(755)	1.40	50	R			To:	Dead End				NA		NA		08/24/2005
(756)	0.02	140	R			From:	05-634				NA		NA		05/01/2001
(756)	0.02	140	R			To:	Dead End				NA		NA		05/01/2001
(756)	0.64	370	R			From:	0.02 ME Dead End				NA		NA		05/01/2001
(756)	0.64	370	R			To:	05-622				NA		NA		05/01/2001
(757)	0.50	40	R			From:	05-625				NA		NA		05/04/2004
(757)	0.50	40	R			To:	Dead End				NA		NA		05/04/2004
(758)	0.30	40	R			From:	05-627				NA		NA		05/04/2004
(758)	0.30	40	R			To:	Dead End				NA		NA		05/04/2004
(759)	0.80	80	R			From:	05-712				NA		NA		03/30/2004
(759)	0.80	80	R			To:	Dead End				NA		NA		03/30/2004
(760)	0.15	190	R			From:	SR 151				NA		NA		05/04/2004
(760)	0.15	190	R			To:	0.15 ME SR 151				NA		NA		05/04/2004
(760)	0.85	45	R			From:	Dead End				NA		NA		05/04/2004

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						2Axle	3+Axle	1Trail	2Trail						
Amherst County															
(761)	0.53	800	R								NA		NA		05/02/2001
(761)	0.25	510	R								NA		NA		04/30/2001
(762)	0.10	40	R								NA		NA		03/30/2004
(763)	0.50	360	R								NA		NA		06/05/2001
(764)	0.50	170	R								NA		NA		06/15/2004
(765)	0.60	120	R								NA		NA		04/20/2004
(766)	1.59	3700	G	96%	0%	1%	0%	3%	0%	C	0.092	F	0.564	4100	G 2005
(767)	0.10	70	R								NA		NA		04/25/2001
(768)	0.60	30	R								NA		NA		03/02/2004
(769)	0.17	50	R								NA		NA		05/25/2004
(769)	0.05	70	R								NA		NA		05/25/2004
(770)	0.25	400	R								NA		NA		05/02/2001
(771)	0.60	110	R								NA		NA		03/30/2004
(772)	0.80	48	R								NA		NA		05/04/2004
(773)	0.21	150	R								NA		NA		06/25/2001
(773)	0.09	190	R								NA		NA		06/25/2001
(774)	0.30	210	R								NA		NA		05/16/2001
(774)	0.30	90	R								NA		NA		05/16/2001
(775)	0.80	46	R								NA		NA		05/04/2004
(776)	0.50	80	R								NA		NA		04/27/2004

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Amherst County																
(777)	0.32	920	R			From: 05-659								NA	06/05/2001	
						To: US 60										
(778)	2.38	1200	G	92%	1%	1%	4%	2%	0%	C	0.095	F	0.643	1200	G	2005
						From: 05-610 NORTH										
(778)	2.56	1000	G	92%	1%	1%	4%	2%	0%	F	0.115	F	0.538	1100	G	2005
						From: 05-627										
(778)	1.05	990	G	92%	1%	1%	4%	2%	0%	F	0.109	F	0.582	1000	G	2005
						From: 05-621										
(778)	0.89	920	G	92%	1%	1%	4%	2%	0%	F	0.104	F	0.537	950	G	2005
						From: 0.89 M FRM 05-621										
(778)	0.02	910	R			From: NA								NA	05/25/2004	
						To: Nelson County Line										
(779)	0.40	160	R			From: 05-653								NA	03/02/2004	
						To: 0.40 MN 05-653										
(779)	4.40	60	R			From: NA								NA	03/02/2004	
						To: Dead End										
(780)	0.50	20	R			From: NA								NA	03/20/2004	
						To: 05-643										
(781)	0.50	10	R			From: NA								NA	05/25/2004	
						To: 05-629										
(782)	0.19	230	R			From: NA								NA	05/04/2004	
						To: 05-1321										
(782)	0.10	280	R			From: NA								NA	05/04/2004	
						To: 05-675										
(783)	0.16	140	R			From: NA								NA	05/04/2004	
						To: 05-623										
(783)	0.28	660	R			From: NA								NA	05/04/2004	
						To: 05-1383										
(783)	0.15	1200	R			From: NA								NA	05/04/2004	
						To: 05-1363										
(783)	0.11	1700	R			From: NA								NA	05/04/2004	
						To: 05-1359										
(783)	0.22	2400	R			From: NA								NA	05/04/2004	
						To: 05-1357										
(783)	0.19	1700	R			From: NA								NA	05/04/2004	
						To: 05-1341										
(784)	1.00	40	R			From: NA								NA	03/02/2004	
						To: SR 151										
(785)	0.29	30	R			From: NA								NA	03/02/2004	
						To: SR 151										
(786)	0.15	140	R			From: NA								NA	04/27/2004	
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
Amherst County																
(787)	1.17	90	R								NA		NA		03/02/2004	
(787)	0.33	220	R								NA		NA		03/02/2004	
(787)	0.55	40	R								NA		NA		03/02/2004	
(787)	1.05	20	R								NA		NA		03/30/2004	
(788)	0.16	30	R								NA		NA		06/19/2001	
(789)	0.10	250	R								NA		NA		04/06/2004	
(790)	0.15	160	R								NA		NA		06/19/2001	
(791)	0.05	70	R								NA		NA		06/19/2001	
(791)	0.07	60	R								NA		NA		04/06/2004	
(792)	0.30	790	R								NA		NA		05/25/2004	
(793)	0.07	930	R								NA		NA		05/08/2001	
(794)	0.20	30	R								NA		NA		03/30/2004	
(795)	0.80	1100	G	97%	1%	2%	0%	0%	0%	C	0.118	F	0.597	1100	G	2005
(796)	0.10	890	R								NA		NA		05/04/2004	
(796)	0.45	310	R								NA		NA		05/04/2004	
(796)	0.04	80	R								NA		NA		05/04/2004	
(797)	0.47	210	R								NA		NA		05/08/2001	
(798)	0.18	30	R								NA		NA		05/04/2004	
(798)	0.16	430	R								NA		NA		1998	
(799)	0.53	90	R								NA		NA		03/30/2004	

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Amherst County															
(800)	0.12	10	R			From:	05-635 SOUTH							NA	04/06/2004
						To:	05-635 NORTH								
(801)	0.32	30	R			From:	05-717							NA	04/27/2004
						To:	Dead End								
(802)	0.07	30	R			From:	Dead End							NA	05/25/2004
(802)	0.60	90	R			From:	0.07 MN Dead End							NA	05/25/2004
(802)	0.18	100	R			From:	0.67 MN Dead End							NA	05/25/2004
						To:	0.85 MN Dead End							NA	05/25/2004
(802)	0.14	100	R			From:	US 60								
(803)	0.33	90	R			From:	05-717							NA	04/27/2004
						To:	Dead End								
(805)	0.19	310	R			From:	Dead End							NA	05/30/2001
						To:	05-675								
(806)	0.20	160	R			From:	05-653							NA	04/17/2001
						To:	Dead End								
(807)	0.40	30	R			From:	05-657							NA	06/12/2001
						To:	05-657								
(808)	0.25	40	R			From:	05-610							NA	05/04/2004
						To:	Dead End								
(809)	0.48	210	R			From:	05-677							NA	05/16/2001
						To:	Dead End								
(810)	0.16	540	R			From:	05-677; 05-1311							NA	07/02/2001
						To:	05-1325								
(810)	0.09	80	R			From:	Dead End							NA	07/02/2001
						To:	Dead End								
(811)	0.39	120	R			From:	05-671							NA	06/15/2004
						To:	Dead End								
(812)	0.42	60	R			From:	US 501							NA	04/24/2001
						To:	Dead End								
(813)	0.34	190	R			From:	Cul-de-Sac							NA	06/05/2001
						To:	05-604								
(814)	0.25	30	R			From:	05-624							NA	04/23/2001
						To:	05-622								
(815)	0.35	30	R			From:	05-739							NA	04/20/2004
						To:	Dead End								
(816)	0.40	40	R			From:	Dead End							NA	03/02/2004
						To:	05-665								

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						2Axle	3+Axle	1Trail	2Trail							
Amherst County																
(817)	0.20	230	R			From:	05-622							NA	06/19/2001	
						To:	Dead End									
(818)	0.24	330	R			From:	Dead End							NA	06/19/2001	
						To:	05-826									
(818)	0.30	540	R			From:	05-826							NA	06/19/2001	
						To:	05-622									
(819)	0.70	10	R			From:	05-665							NA	03/02/2004	
						To:	Dead End									
(820)	0.19	6	R			From:	05-674							NA	03/02/2004	
						To:	Dead End									
(821)	0.40	60	R			From:	Dead End							NA	03/30/2004	
						To:	05-659									
(822)	0.46	140	R			From:	Dead End							NA	03/30/2004	
						To:	05-739									
(823)	0.53	460	G	99%	0%	1%	0%	0%	0%	C	0.173	F	0.837	470	G	2005
						To:	05-622									
(824)	0.38	70	R			From:	US 60							NA	03/30/2004	
						To:	Dead End									
(825)	0.42	310	R			From:	Dead End							NA	04/17/2001	
						To:	05-731									
(826)	0.30	110	R			From:	05-818							NA	06/19/2001	
						To:	Dead End									
(827)	2.58	70	R			From:	05-666							NA	04/25/2001	
						To:	Nelson County Line									
(828)	1.14	150	R			From:	Dead End							NA	04/30/2001	
						To:	05-663									
(829)	0.38	30	R			From:	Cul-de-Sac							NA	04/25/2001	
						To:	05-617									
(830)	0.70	50	R			From:	Cul-de-Sac							NA	03/27/2001	
						To:	05-625									
(833)	0.53	1800	G	96%	1%	2%	0%	1%	0%	F	0.124	F	0.657	2000	G	2005
						To:	05-622 WEST									
(833)	0.88	2900	G	96%	1%	2%	0%	1%	0%	C	0.100	F	0.575	3200	G	2005
						To:	05-622 EAST									
(835)	0.20	30	R			From:	05-635							NA	04/27/2004	
						To:	Dead End									
(838)	0.48	NA				From:	US-00060(B)/							NA		
						To:	Dead End									

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						2Axle	3+Axle	1Trail	2Trail							
Amherst County																
(839)	0.29	NA				From: Dead End					NA		NA			
(840)	0.50	170	R			From: Dead End					NA		NA		04/27/2004	
(840)	0.30	100	R			To: 05-604					NA		NA		04/27/2004	
(846)	0.99	780	G	31%	0%	2%	4%	63%	0%	C	0.092	F	0.591	810	G	2005
(1001)	0.10	70	R			From: Dead End					NA		NA		06/26/2001	
(1001)	0.05	400	R			To: 05-1036					NA		NA		06/26/2001	
(1001)	0.10	820	R			From: 05-1026					NA		NA		06/26/2001	
(1002)	0.20	250	R			To: Bus US 29					NA		NA		06/19/2001	
(1003)	0.32	NA				From: 05-1046					NA		NA			
(1004)	0.15	1700	R			To: 05-1054					NA		NA		1998	
(1004)	0.43	610	R			From: 05-1015					NA		NA		1998	
(1004)	0.47	530	R			To: 05-1021					NA		NA		1998	
(1005)	0.06	160	R			From: 05-1006					NA		NA		1998	
(1005)	0.06	160	R			To: 05-1016					NA		NA		1998	
(1005)	0.06	150	R			From: 05-1017					NA		NA		1998	
(1005)	0.06	140	R			To: 05-1018					NA		NA		1998	
(1005)	0.06	100	R			From: 05-1019					NA		NA		1998	
(1006)	0.12	60	R			To: 05-1020					NA		NA		1998	
(1006)	0.08	220	R			From: Dead End					NA		NA		1998	
(1006)	0.04	1400	R			To: 05-1014					NA		NA		1998	
(1006)	0.06	1600	R			From: 05-1015					NA		NA		1998	
(1006)	0.05	1800	R			To: 05-1016					NA		NA		1998	
(1006)	0.07	2100	R			From: 05-1017					NA		NA		1998	
						To: 05-1018					NA		NA		1998	
						From: 05-1019					NA		NA		1998	

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						2Axle	3+Axle	1Trail	2Trail						
Amherst County															
(1006)	0.05	2200	R								NA		NA		1998
(1006)	0.09	2200	R								NA		NA		1998
(1006)	0.11	2700	R								NA		NA		1998
(1006)	0.03	3000	R								NA		NA		1998
(1006)	0.05	3000	R								NA		NA		1998
(1006)	0.10	3300	R								NA		NA		1998
(1006)	0.02	3400	R								NA		NA		1998
(1007)	0.10	70	R								NA		NA		1998
(1007)	0.06	170	R								NA		NA		1998
(1007)	0.06	240	R								NA		NA		1998
(1007)	0.06	170	R								NA		NA		1998
(1007)	0.15	190	R								NA		NA		1998
(1007)	0.14	110	R								NA		NA		1998
(1007)	0.05	170	R								NA		NA		1998
(1008)	0.15	45	R								NA		NA		04/27/2004
(1008)	0.15	310	R								NA		NA		04/27/2004
(1009)	0.08	60	R								NA		NA		1998
(1009)	0.07	90	R								NA		NA		1998
(1010)	0.12	40	R								NA		NA		06/25/2001
(1011)	0.10	60	R								NA		NA		1998
(1012) Sunset Dr	0.60	190	R								NA		NA		06/26/2001
(1013)	0.18	430	R								NA		NA		06/26/2001

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Amherst County															
(1013)	0.51	420	R			From:	0.18 MN Dead End				NA		NA	06/26/2001	
						To:	SR 334								
(1014)	0.07	50	R			From:	Dead End				NA		NA	1998	
						To:	05-1006				NA		NA	1998	
(1014)	0.02	20	R			From:	Dead End				NA		NA	06/26/2001	
						To:	05-1006								
(1015)	0.07	20	R			From:	Dead End				NA		NA	06/26/2001	
						To:	05-1006				NA		NA	1998	
(1015)	0.17	1200	R			From:	05-1006				NA		NA	04/27/2004	
						To:	05-1004								
(1016)	0.07	100	R			From:	05-1007				NA		NA	04/27/2004	
						To:	05-1006				NA		NA	04/27/2004	
(1016)	0.07	200	R			From:	05-1005				NA		NA	04/27/2004	
						To:	05-1010								
(1017)	0.04	50	R			From:	05-1007				NA		NA	06/25/2001	
						To:	05-1007				NA		NA	06/25/2001	
(1017)	0.06	100	R			From:	Dead End; Gap Terminus				NA		NA	06/25/2001	
						To:	Dead End; Gap Terminus								
(1017)	0.05	50	R			From:	05-1005				NA		NA	06/25/2001	
						To:	05-1007								
(1018)	0.07	70	R			From:	05-1007				NA		NA	06/25/2001	
						To:	05-1006				NA		NA	06/25/2001	
(1018)	0.07	80	R			From:	05-1005				NA		NA	06/25/2001	
						To:	05-1006								
(1019)	0.04	47	R			From:	Dead End				NA		NA	06/25/2001	
						To:	05-1005				NA		NA	06/25/2001	
(1019)	0.07	110	R			From:	05-1005				NA		NA	06/25/2001	
						To:	05-1006								
(1019)	0.07	160	R			From:	05-1006				NA		NA	06/25/2001	
						To:	05-1007								
(1019)	0.04	130	R			From:	05-1007				NA		NA	06/29/2001	
						To:	05-1010								
(1020)	0.07	100	R			From:	05-1005				NA		NA	04/27/2004	
						To:	05-1006								
(1021)	0.20	100	R			From:	05-1004				NA		NA	04/27/2004	
						To:	05-1006								
(1021)	0.05	230	R			From:	05-1006				NA		NA	06/25/2001	
						To:	05-1007 NORTH								
(1021)	0.03	200	R			From:	05-1007 NORTH				NA		NA	06/25/2001	
						To:	05-1007 SOUTH								
(1021)	0.24	30	R			From:	05-1007 SOUTH				NA		NA	06/25/2001	
						To:	Dead End								
(1022)	0.05	210	R			From:	05-1007				NA		NA	06/25/2001	
						To:	05-1006 NORTH								

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						2Axle	3+Axle	1Trail	2Trail						
Amherst County															
(1022)	0.10	70	R			From:	05-1006 SOUTH				NA		NA	NA	06/25/2001
						To:	Dead End								
(1023)	0.08	80	R			From:	05-1009				NA		NA	NA	1998
						To:	05-1008								
(1023)	0.05	220	R			From:	05-1007				NA		NA	NA	1998
						To:	05-1006								
(1023)	0.05	320	R			From:	Dead End				NA		NA	NA	06/25/2001
						To:	05-1033								
(1024)	0.50	360	R			From:	05-1033				NA		NA	NA	1998
						To:	From:	05-1037							
(1024)	0.01	570	R			From:	05-1037				NA		NA	NA	1998
						To:	SR 210								
(1025)	0.10	300	R			From:	Bus US 29				NA		NA	NA	06/25/2001
						To:	05-1034								
(1026)	0.06	110	R			From:	Dead End				NA		NA	NA	06/26/2001
						To:	05-1001								
(1026)	0.15	170	R			From:	Dead End				NA		NA	NA	06/26/2001
						To:	FR-894								
(1027)	0.40	230	R			From:	FR-894				NA		NA	NA	06/26/2001
						To:	05-622								
(1028)	0.03	80	R			From:	Dead End				NA		NA	NA	06/27/2001
						To:	0.03 ME Dead End								
(1028)	0.24	180	R			From:	0.03 ME Dead End				NA		NA	NA	06/27/2001
						To:	05-1041								
(1028)	0.05	300	R			From:	05-1035				NA		NA	NA	06/27/2001
						To:	FR-622; 05-1040								
(1028)	0.15	380	R			From:	SR 210				NA		NA	NA	06/26/2001
						To:	05-1035								
(1029)	0.05	60	R			From:	SR 210				NA		NA	NA	1998
						To:	0.05 MN SR 210								
(1029)	0.12	70	R			From:	0.05 MN SR 210				NA		NA	NA	1998
						To:	Dead End								
(1030)	0.65	420	R			From:	Dead End				NA		NA	NA	06/19/2001
						To:	05-622								
(1030)	0.04	710	R			From:	05-622				NA		NA	NA	06/19/2001
						To:	05-1066								
(1030)	0.16	480	R			From:	05-1066				NA		NA	NA	06/19/2001
						To:	05-833								
(1031)	0.60	80	R			From:	Dead End				NA		NA	NA	04/27/2004
						To:	0.60 MN Dead End								
(1031)	0.20	400	R			From:	0.60 MN Dead End				NA		NA	NA	06/19/2001
						To:	05-1056								

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						2Axle	3+Axle	1Trail	2Trail						
Amherst County															
(1031)	0.18	600	R			From: 05-1056					NA		NA		06/19/2001
						To: 05-622									
(1032)	0.25	220	R			From: 05-833					NA		NA		06/26/2001
						To: Dead End									
(1033)	0.09	120	R			From: SR 210					NA		NA		1998
						To: 05-1024									
(1034)	0.16	2800	R			From: SR 210; 05-1006					NA		NA		06/26/2001
						To: 05-1043									
(1034)	0.10	2500	R			From: 05-1043					NA		NA		06/26/2001
						To: 05-1025									
(1034)	0.15	2700	R			From: 05-1025					NA		NA		06/26/2001
						To: Bus US 29; FR-622									
(1035)	0.07	50	R			From: Dead End					NA		NA		06/27/2001
						To: 05-1028									
(1036)	0.07	220	R			From: Dead End					NA		NA		06/26/2001
						To: 05-1001									
(1037)	0.14	100	R			From: 05-1024					NA		NA		1998
						To: Dead End									
(1038)	0.19	280	R			From: Bus US 29					NA		NA		06/27/2001
						To: Dead End									
(1039)	0.20	90	R			From: 05-1049					NA		NA		06/26/2001
						To: Dead End									
(1040)	0.19	190	R			From: Dead End					NA		NA		06/26/2001
						To: 05-1060									
(1040)	0.24	380	R			From: 05-1060					NA		NA		06/26/2001
						To: FR-622; 05-1028									
(1040)	0.01	1700	R			From: 05-1028					NA		NA		06/26/2001
						To: US 29; Bus US 29									
(1041)	0.05	70	R			From: 05-1028					NA		NA		06/27/2001
						To: Dead End									
(1042)	0.10	140	R			From: 05-622					NA		NA		06/26/2001
						To: Dead End									
(1043)	0.13	90	R			From: 05-1034					NA		NA		06/26/2001
						To: Dead End									
(1044)	0.10	150	R			From: 05-833					NA		NA		06/19/2001
						To: 05-622									
(1044)	0.10	110	R			From: 05-622					NA		NA		06/19/2001
						To: Dead End									
(1045)	0.10	80	R			From: Dead End					NA		NA		06/19/2001
						To: 05-833									

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						2Axle	3+Axle	1Trail	2Trail						
Amherst County															
(1046)	0.12	110	R				05-681				NA		NA		06/26/2001
(1046)	0.09	100	R				05-1047				NA		NA		06/26/2001
(1046)	0.17	240	R				05-1002				NA		NA		06/19/2001
(1047)	0.10	110	R				05-1046				NA		NA		06/26/2001
(1048)	0.10	1800	R				05-681				NA		NA		06/26/2001
(1048)	0.09	1200	R				05-1051				NA		NA		06/26/2001
(1049)	0.20	1700	R				05-1049				NA		NA		06/26/2001
(1049)	0.24	1100	R				05-1048				NA		NA		06/26/2001
(1049)	0.19	280	R				05-1050				NA		NA		06/26/2001
(1050)	0.09	100	R				05-1063				NA		NA		06/26/2001
(1051)	0.20	570	R				Dead End				NA		NA		06/26/2001
(1051)	0.38	230	R				05-1051				NA		NA		05/26/2001
(1052)	0.05	110	R				Cul-de-Sac				NA		NA		06/26/2001
(1053)	0.05	70	R				05-1070				NA		NA		06/26/2001
(1053)	0.05	70	R				05-1053				NA		NA		06/26/2001
(1053)	0.08	70	R				Dead End				NA		NA		06/26/2001
(1054) Lakeview Drive	0.86	2500	G	98%	1%	1%	0%	0%	0%	C	0.104	F	0.583	2700	G 2005
(1055)	0.14	80	R				US 29				NA		NA		06/19/2001
(1056)	0.10	210	R				05-1064				NA		NA		06/26/2001
(1057)	0.04	330	R				05-1063				NA		NA		06/25/2001
(1058)	0.10	750	R				Dead End				NA		NA		06/25/2001
(1058)	0.10	750	R				05-1049				NA		NA		06/25/2001
(1058)	0.10	750	R				05-1057				NA		NA		06/25/2001

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						2Axle	3+Axle	1Trail	2Trail						
Town of Amherst															
(1129)	0.01	30	R								NA		NA		1998
(1129)	0.27	60	R								NA		NA		1998
Amherst County															
(1130)	0.09	50	R								NA		NA		1998
Town of Amherst															
(1131)	0.12	2	R								NA		NA		1998
Amherst County															
(1132)	0.27	90	R								NA		NA		1998
Town of Amherst															
(1133)	0.10	70	R								NA		NA		1998
(1134)	0.03	90	R								NA		NA		05/16/2001
(1135)	0.08	130	R								NA		NA		1998
(1136)	0.04	60	R								NA		NA		1998
(1136)	0.02	20	R								NA		NA		1998
(1137)	0.05	280	R								NA		NA		04/17/2001
(1137)	0.07	180	R								NA		NA		04/17/2001
(1138)	0.18	130	R								NA		NA		04/17/2001
Amherst County															
(1139)	0.33	140	R								NA		NA		05/08/2001
Town of Amherst															
(1140)	0.08	30	R								NA		NA		06/05/2001
(1140)	0.09	130	R								NA		NA		06/05/2001
(1141)	0.05	40	R								NA		NA		06/05/2001
(1142)	0.09	90	R								NA		NA		04/17/2001

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Amherst County															
(1301)	0.08	260	R								NA		NA		05/30/2001
(1301)	0.02	120	R								NA		NA		05/30/2001
(1302)	0.22	100	R								NA		NA		05/30/2001
(1303)	0.23	60	R								NA		NA		05/30/2001
(1304)	0.10	70	R								NA		NA		05/30/2001
(1304)	0.11	210	R								NA		NA		05/30/2001
(1305)	0.39	190	R								NA		NA		05/30/2001
(1305)	0.05	45	R								NA		NA		05/30/2001
(1306)	0.03	60	R								NA		NA		05/30/2001
(1306)	0.22	550	R								NA		NA		05/30/2001
(1307)	0.04	130	R								NA		NA		05/30/2001
(1308)	0.17	480	R								NA		NA		06/19/2001
(1308)	0.05	70	R								NA		NA		06/19/2001
(1309)	0.06	220	R								NA		NA		05/30/2001
(1309)	0.18	160	R								NA		NA		05/30/2001
(1309)	0.13	210	R								NA		NA		05/30/2001
(1310)	0.69	1000	R								NA		NA		05/08/2001
(1311)	0.04	120	R								NA		NA		07/02/2001
(1311)	0.10	480	R								NA		NA		07/02/2001
(1311)	0.27	750	R								NA		NA		07/02/2001
(1312)	0.10	80	R								NA		NA		07/02/2001

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Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Amherst County													
(1339)	0.16	180	R			Cul-de-Sac From: _____ To: _____ 05-1336		NA		NA		05/14/2001	
(1340)	0.12	70	R			From: _____ 05-774 To: _____ Dead End		NA		NA		05/16/2001	
(1341)	0.09	1400	R			From: _____ 05-1329 To: _____ 05-1356		NA		NA		05/08/2001	
(1341)	0.21	1300	R			From: _____ 05-1354 To: _____ 05-1355		NA		NA		05/08/2001	
(1341)	0.08	1100	R			From: _____ 05-1355 To: _____ 05-783		NA		NA		05/08/2001	
(1342)	0.12	1100	R			From: _____ Dead End To: _____ 05-1343		NA		NA		05/08/2001	
(1342)	0.07	70	R			From: _____ 05-1343 To: _____ 05-1308		NA		NA		06/19/2001	
(1343)	0.17	130	R			From: _____ Dead End To: _____ 05-1342		NA		NA		06/19/2001	
(1344)	0.17	70	R			From: _____ 05-795 To: _____ Dead End		NA		NA		05/30/2001	
(1345)	0.09	320	R			From: _____ 05-1331 To: _____ 05-1346		NA		NA		05/16/2001	
(1345)	0.13	100	R			From: _____ 05-1346 To: _____ Dead End		NA		NA		05/16/2001	
(1346)	0.08	270	R			From: _____ 05-1345 To: _____ 05-1352		NA		NA		05/16/2001	
(1346)	0.37	190	R			From: _____ 05-1352 To: _____ Dead End		NA		NA		05/16/2001	
(1347)	0.25	230	R			From: _____ Cul-de-Sac To: _____ SR 130; 05-706		NA		NA		05/30/2001	
(1348)	0.28	320	R			From: _____ 05-1325 To: _____ 05-1349		NA		NA		07/02/2001	
(1348)	0.12	110	R			From: _____ 05-1349 To: _____ Cul-de-Sac		NA		NA		07/02/2001	
(1349)	0.09	270	R			From: _____ 05-1348 To: _____ 05-1365		NA		NA		07/02/2001	
(1349)	0.08	280	R			From: _____ 05-1365 To: _____ 05-671		NA		NA		07/02/2001	
(1350)	0.17	40	R			From: _____ Dead End To: _____ 05-677		NA		NA		04/06/2004	
(1351)	0.13	70	R			From: _____ Dead End To: _____ 05-677		NA		NA		04/06/2004	

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						2Axle	3+Axle	1Trail	2Trail						
Amherst County															
(1366)	0.05	110	R			From: 05-1365					NA		NA		07/02/2001
						To: Cul-de-Sac									
(1367)	0.05	40	R			From: 05-1365					NA		NA		07/02/2001
						To: Cul-de-Sac									
(1368)	0.21	40	R			From: 05-1363					NA		NA		05/16/2001
						To: 05-1364									
(1370)	0.23	250	R			From: Dead End					NA		NA		05/16/2001
						To: 05-677									
(1371)	0.13	40	R			From: Dead End					NA		NA		1998
						To: 05-1370									
(1372)	0.21	46	R			From: 05-1357					NA		NA		06/28/2004
						To: Dead End									
(1373)	0.14	60	R			From: 05-1372					NA		NA		06/28/2004
						To: Cul-de-Sac									
(1374)	0.08	30	R			From: 05-1357					NA		NA		1998
						To: Cul-de-Sac									
(1376)	0.08	150	R			From: 05-675					NA		NA		04/27/2004
						To: Cul-de-Sac									
(1377)	0.13	200	R			From: 05-783					NA		NA		05/14/2001
						To: 05-1378									
(1377)	0.08	80	R			From: Dead End					NA		NA		05/14/2001
						To: Cul-de-Sac									
(1378)	0.28	120	R			From: 05-1377					NA		NA		06/28/2004
						To: 05-1377									
(1379)	0.17	NA				From: 05-1378					NA		NA		
						To: Dead End									
(1380)	0.17	480	R			From: Cul-de-Sac					NA		NA		06/12/2001
						To: US 29									
(1383)	0.17	40	R			From: Dead End					NA		NA		1998
						To: 05-1384									
(1383)	0.10	70	R			From: 05-783					NA		NA		1998
						To: 05-783									
(1384)	0.28	40	R			From: Cul-de-Sac					NA		NA		1998
						To: 05-1383									
(1385)	0.07	20	R			From: 05-783					NA		NA		06/28/2004
						To: Cul-de-Sac									
(1386)	0.07	30	R			From: 05-783					NA		NA		06/28/2004
						To: Cul-de-Sac									

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						2Axle	3+Axle	1Trail	2Trail						
Amherst County															
(1441)	0.15	220	R			From: Cul-de-Sac					NA		NA		06/05/2001
						To: 05-1440									
(1442)	0.20	230	R			From: 05-1441					NA		NA		06/05/2001
						To: 05-1443									
(1443)	0.37	140	R			From: 05-1442					NA		NA		06/05/2001
						To: 05-1440									
(1444)	0.07	40	R			From: Cul-de-Sac					NA		NA		06/05/2001
						To: 05-1443									
(1445)	0.04	20	R			From: Cul-de-Sac					NA		NA		06/05/2001
						To: 05-1440									
(1446)	0.05	50	R			From: Cul-de-Sac					NA		NA		06/05/2001
						To: 05-1440									
(9015)	0.12	210	R			From: 05-778					NA		NA		06/01/2004
						To: Temperance Elem Sch									
(9016)	0.02	60	R			From: Dead End					NA		NA		06/01/2004
						To: 05-1214									
(9017)	0.14	160	R			From: 05-610					NA		NA		06/01/2004
						To: New Pleasant View Sch									
Town of Amherst															
(9018)	0.21	550	R			From: US 29					NA		NA		06/01/2004
						To: Amherst Elel Sch									
Amherst County															
(9019)	0.08	350	R			From: Elon Elel Sch					NA		NA		06/01/2004
						To: 05-703									
(9022)	0.11	960	R			From: Amelon Elel Sch					NA		NA		06/01/2004
						To: 05-793									
(9717)	0.23	640	R			From: Jr High Sch					NA		NA		06/01/2004
						To: 05-1310									
(9722)	0.35	170	R			From: 05-777					NA		NA		06/01/2004
						To: Amherst Middle Sch									
(9722)	0.10	370	R			From: 05-777					NA		NA		06/01/2004
						To: Amherst Jr High Sch									
(9723)	0.15	1600	R			From: 05-693					NA		NA		06/01/2004
						To: Amherst High Sch									